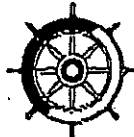


EXHIBIT C(I)
TO
DECLARATION OF
MICHAEL A. SOMMER, PH.D.



NATIONAL MARINE CONSULTANTS INC.
236 Ernston Road, Parlin, N.J. 08859 • Tel. 732-553-9210 • Fax. 732-553-9215
e-mail: nmci@natmar.com, web site: www.natmar.com

PRELIMINARY REPORT OF SURVEY

Report no.: N 59116/05




May 18, 2005

Examined for : The account of whom it may concern.
Requested by : Maersk Sealand, Charleston, SC
(Ms. Trudy Coffey)
Vessel : Margrethe Maersk, Voy. #0506
Date/time survey requested: May 11, 2005 @ 1210 Hours
Date survey commenced : May 12, 2005
Date survey completed : May 12, 2005
Container No. : MAEU 600017-6 (20')
B/L Number : MAEU501016075
Shipment : 15,347 pieces garments
Purpose of Survey: To ascertain the cause and extent of
damage.
Shipper : PYL Apparel Limited
RM 1101-02, 11/F Stelux House
698 Prince Edward Rd. East
Sao Po Kong, KLN
Consignee : To order of Norton McNaughton of Squire
Inc.
Value of Shipment: Unknown

On May 12, 2005, we attended at the premises of Jones Apparel Warehouse, 170 Butts Street, South Hills, Virginia, in order to examine the subject shipment and report on conditions sighted.

Background information

On May 11, 2005, the warehouse opened the subject container and a strong diesel odor was emanating from the cargo. Three samples were pulled and sent for dry cleaning.

ISO 9001:2000 Certified Quality System   and ISO/IEC 17020 Accredited 
New York, Philadelphia, Baltimore, Norfolk, Wilmington(NC), Savannah, Miami, Tampa, New Orleans, Houston,
Los Angeles, Port Huene, Oakland, Seattle and throughout all points in the U.S., Canada, Europe & Worldwide

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N 59116/05 Margrethe Maersk

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The three samples after dry cleaning still retained the odor even though there were no stains on any of the clothing.

Our principals therefore requested us to inspect the cargo and container and report on conditions sighted.

Cargo Underwriters Information

This information was not made available to us, but Mr. Hal Mabee, of Norfolk Maritime, the Surveyors representing the Cargo Underwriters examined the cargo at a later date.

Persons attending during the survey

Ms. Vicky Walker of Jones Apparel Warehouse was present during our inspection.

Shipment Description

The subject shipment is said to comprise of 15,347 pieces of ladies garments.

Cargo stowage and condition in stow

The garments were hanging from the ceiling with the sides and floor lined by plastic sheets. The skirts and blouses were hanging on a corded rope in loops and on plastic hangers in five rows.

We noted a strong odor inside the container.

Container Information

1. Roof panel : No exceptions noted.
2. Side panels
 - Right side : Old minor dents and rust areas.
 - Left side : Old minor dents and rust areas.

National Marine Consultants Inc.
N 59116/05 Margrethe Maersk

-3-

3. Front panel : Old minor dents and rust areas.
4. Door panels
 - Right door : No exceptions noted.
 - Left door : No exceptions noted.
5. Remarks : There were "Flammable/Hazardous" stickers that had been attempted to be removed and parts of the warning stickers were still visible. These stickers were located on left and right panels, as well as the doors.

Condition of the shipment (findings)

The strong odor could be smelt even from 20-30 feet of the container. The odor appeared stronger at the rear end than at the front of the container. The odor appears to be absorbed within all the garments. Even though the doors had been opened about 2 hours prior to our inspection, the strong odor still prevailed within the container and the cargo. Even dry cleaned pieces of garments retained the odor. We did not see any stains or soil markings on the clothes.

Our surveyor was of the opinion that the odor was more chemical than of diesel fuel.

Salinity Tests

No water damage was noted or reported and hence, a salinity test was not necessary.

Probable cause of the damage

The previous cargo was lumber and the shipper confirmed that there was no smell during loading of the cargo.

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N 59116/05 Margrethe Maersk

-4-

We should also look into the location of the container on the vessel to see if the smell emanated from the hold.

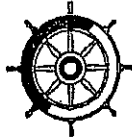
This preliminary report is based on facts presently known to the surveyor in attendance and is issued without prejudice to the rights of whom it may concern. The right to amend or supplement this report should additional information be made available is reserved.

National Marine Consultants Inc.

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EXHIBIT C(II)
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REPORT OF SURVEY

Report no.: N 59116/05

May 27, 2005

Examined for : The account of whom it may concern.
Requested by : Maersk Sealand, Charleston, SC
(Ms. Trudy Coffey)
Vessel : Margrethe Maersk, Voy. #0506
Date/time survey requested: May 11, 2005 @ 1210 Hours
Date survey commenced : May 12, 2005
Date survey completed : May 12, 2005
Container No. : MAEU 600017-6 (20')
B/L Number : MAEU501016075
Shipment : 15,347 pieces garments
Purpose of Survey: To ascertain the cause and extent of
damage.
Shipper : PYL Apparel Limited
RM 1101-02, 11/F Stelux House
698 Prince Edward Rd. East
Sao Po Kong, KLN
Consignee : To order of Norton McNaughton of Squire
Inc.
Value of Shipment: Unknown

On May 12, 2005, we attended at the premises of Jones Apparel Warehouse, 170 Butts Street, South Hills, Virginia, in order to examine the subject shipment and report on conditions sighted.

Background information

On May 11, 2005, the warehouse opened the subject container and a strong diesel odor was emanating from the cargo. Three samples were pulled and sent for dry cleaning.

ISO 9001:2000 Certified Quality System   and ISO/IEC 17020 Accredited 

New York, Philadelphia, Baltimore, Norfolk, Wilmington(NC), Savannah, Miami, Tampa, New Orleans, Houston,
Los Angeles, Port Hueneme, Oakland, Seattle and throughout all points in the U.S., Canada, Europe & Worldwide

National Marine Consultants Inc.
N 59116/05 Margrethe Maersk

-2-

The three samples after dry cleaning still retained the odor even though there were no stains on any of the clothing.

Our principals therefore requested us to inspect the cargo and container and report on conditions sighted.

Cargo Underwriters Information

This information was not made available to us, but Mr. Hal Mabee, of Norfolk Maritime, the Surveyors representing the Cargo Underwriters examined the cargo at a later date.

Persons attending during the survey

Ms. Vicky Walker of Jones Apparel Warehouse was present during our inspection.

Shipment Description

The subject shipment is said to comprise of 15,347 pieces of ladies garments.

Cargo stowage and condition in stow

The garments were hanging from the ceiling with the sides and floor lined by plastic sheets. The skirts and blouses were hanging on a corded rope in loops and on plastic hangers in five rows.

We noted a strong odor inside the container.

Container Information

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2. Side panels

Right side : Old minor dents and rust areas.

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National Marine Consultants Inc.
N 59116/05 Margrethe Maersk

-3-

3. Front panel : Old minor dents and rust areas.
4. Door panels
- Right door : No exceptions noted.
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5. Remarks : There were "Flammable/Hazardous" stickers that had been attempted to be removed and parts of the warning stickers were still visible. These stickers were located on left and right panels, as well as the doors.

Condition of the Shipment (findings)

The strong odor could be smelt even from 20-30 feet of the container. The odor appeared stronger at the rear end than at the front of the container. The odor appears to be absorbed within all the garments. Even though the doors had been opened about 2 hours prior to our inspection, the strong odor still prevailed within the container and the cargo. Even dry cleaned pieces of garments retained the odor. We did not see any stains of soil markings on the clothes.

We were of the opinion that the odor was more chemical than of diesel fuel. ✓

Salinity Tests

No water damage was noted or reported and hence, a salinity test was not necessary.

Probable Cause of the Damage

We learned from our principals that the previous cargo was general lumber (Alphonsea Avborea-Modern Timber Products). The empty container was thoroughly cleaned around February 17, 2005 in Hong Kong and then sent to the shipper for stuffing on April 8, 2005.

National Marine Consultants Inc.
N 59116/05 Margrethe Maersk

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If indeed the container was thoroughly cleaned and the shipper would certify to it, then we suggest that the location of the container on the vessel should be reviewed to see if the smell may have emanated from the hold on board the vessel.

Final Disposition

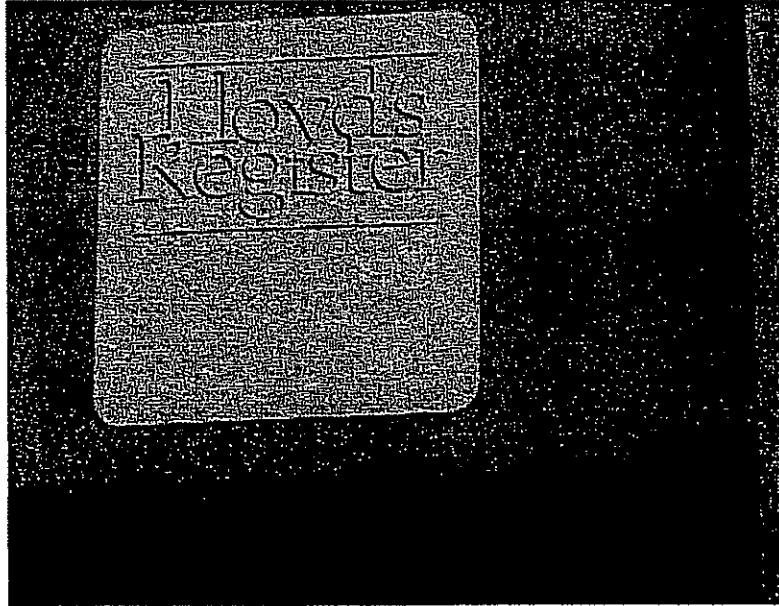
On May 27, 2005 we learned that the Consignee has not yet unloaded the cargo due to the presence of heavy odor and fear of workers getting sick and, hence, subject shipment may be destroyed.

This report is based on facts presently know to the surveyor in attendance and is issued without prejudice to the rights of whom it may concern. The right to amend or supplement this report should additional information be made available is reserved.

National Marine Consultants Inc.

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01. A sticker on the side panel of the exterior of the trailer



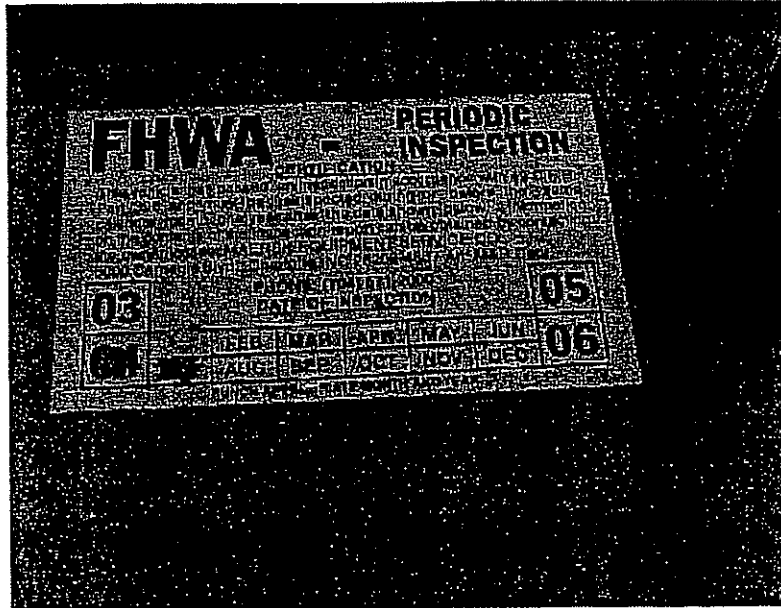
02. An example of how a container looks empty



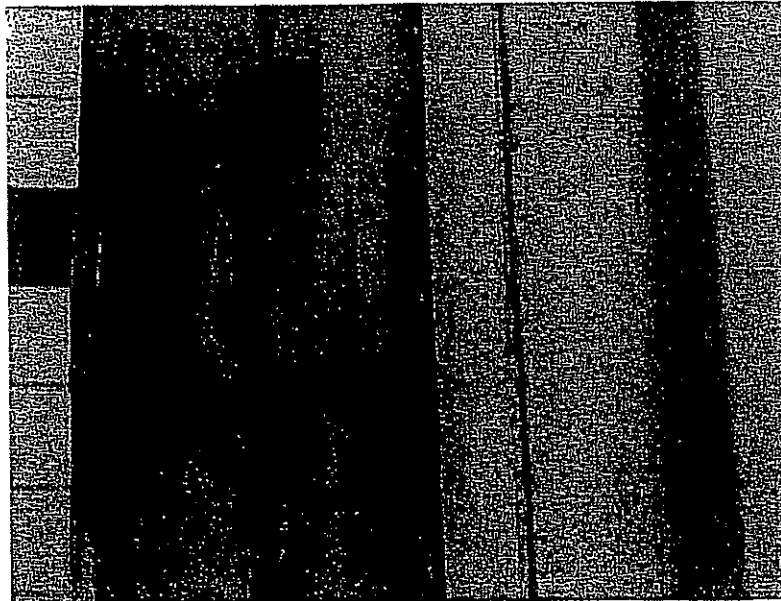
03. An example of how garments were hung



04. Another sample of the clothing that had been aired with the remaining chemical odor



05. Inspection sticker on the panel trailer



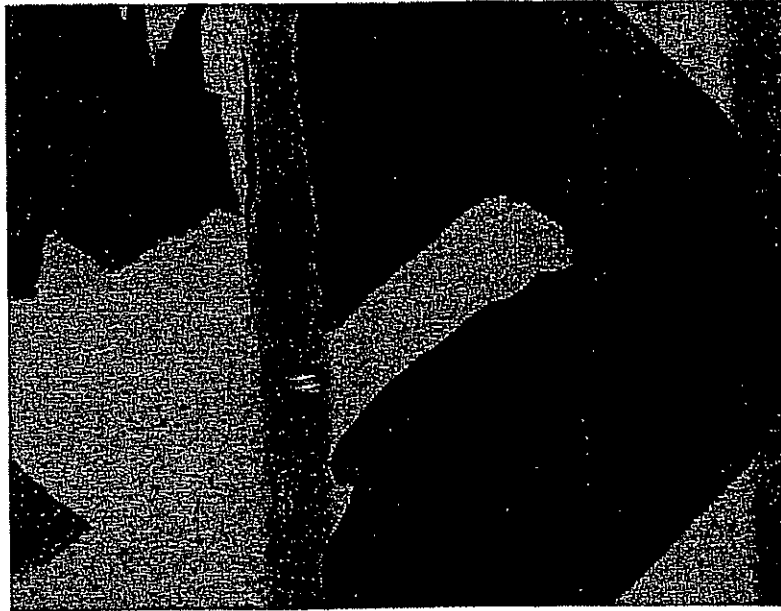
06. Rusty spot on corner of trailer,



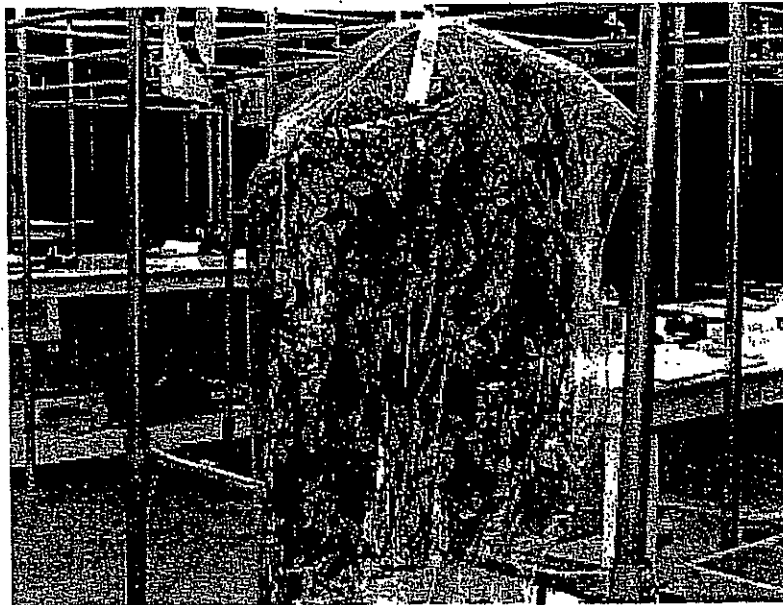
09. Shows the rust on the front corner



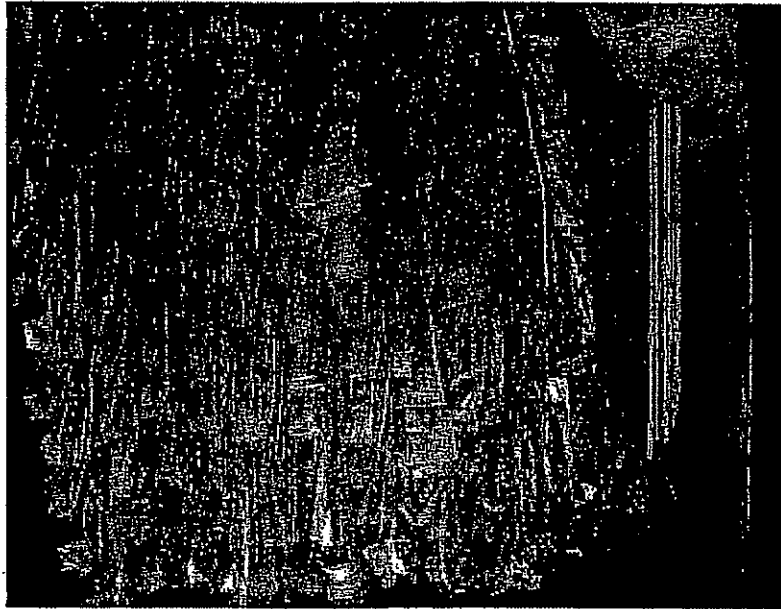
10. Shows where stickers have been removed



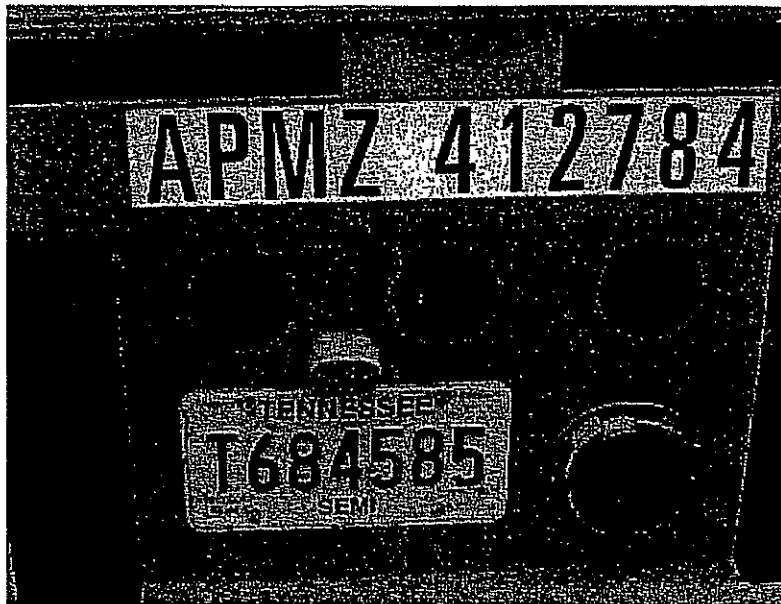
11. Sticker of flammable liquid



12. The dry cleaned garments with the odor still present



07. Shirts & blouses inside the container



08. Shows the axle number and Tenn. Ls. plate



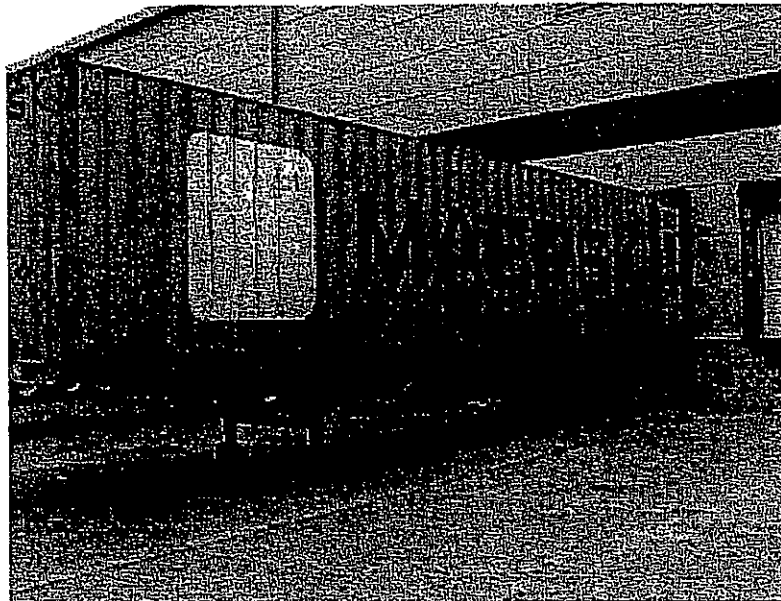
13. The front view of the container



14. The left side at bottom of container



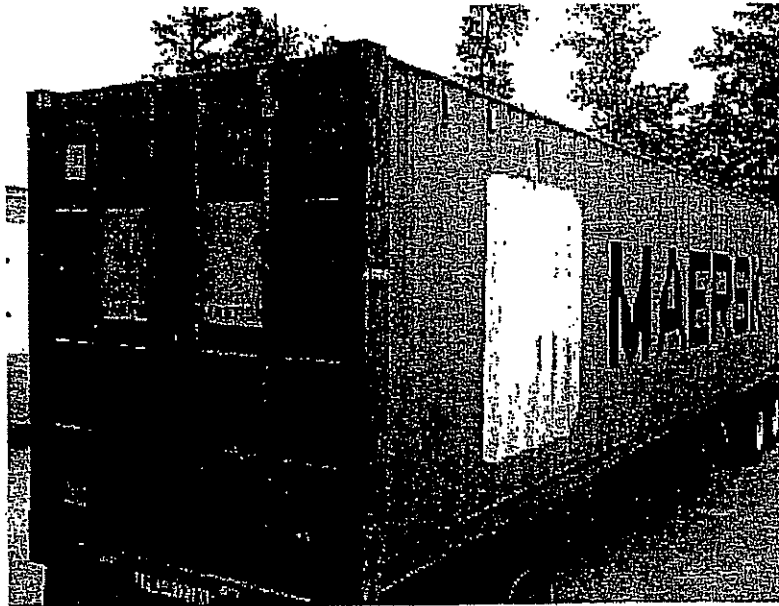
15. The left side from the front showing yellow warning sticker and container number



16. The right panel of the container



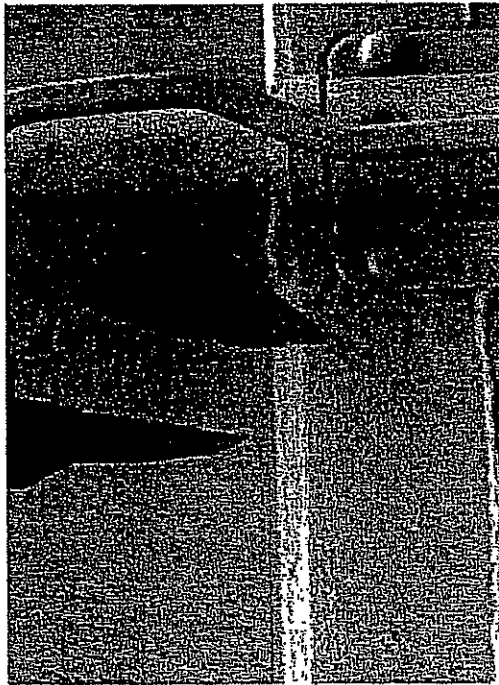
17. The ropes that the garments were connected



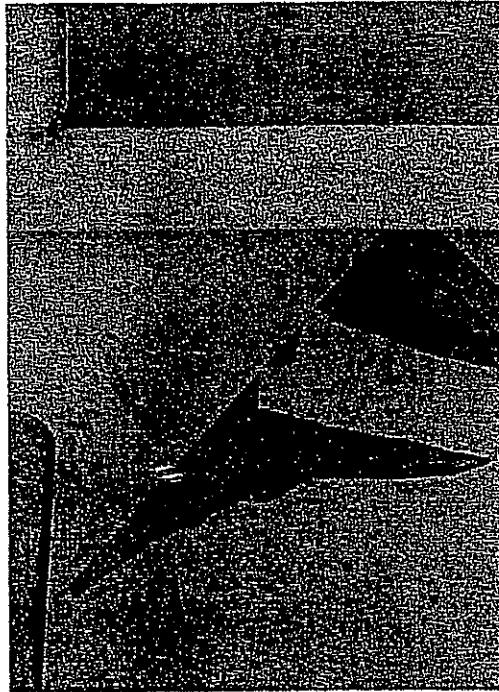
18. The side panel showing Maersk



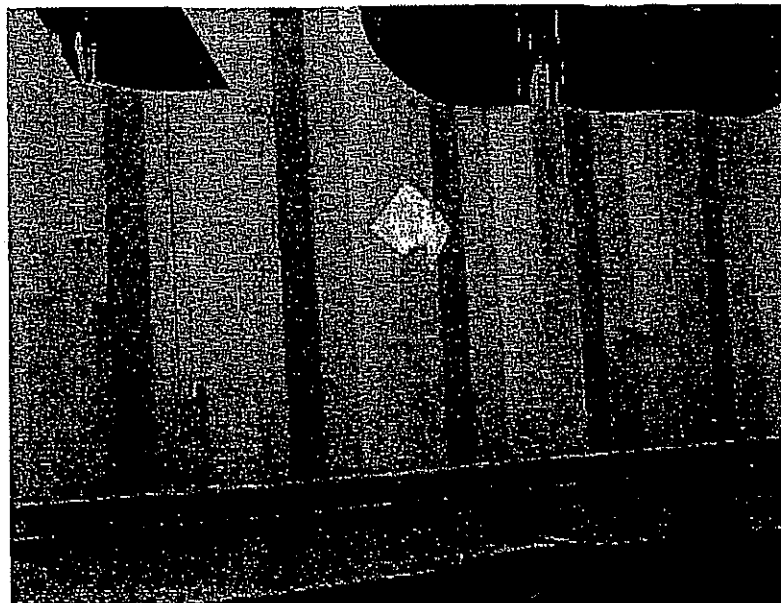
19. The wet spot from the rainwater on the right rear of the floor



20. Warning sticker on rear of door



21. Warning sticker on side panel



22. White sticker and other dents & rust markings